

THE STATE JOURNAL.
OFFICIAL PAPER OF THE CITY OF TOPEKA.
By FRANK P. MACLENNAN.
TERMS OF SUBSCRIPTION.
DAILY.
DELIVERED BY CARRIER, 10 CENTS A WEEK TO ANY PART OF TOPEKA OR SUBURBS, OR AT THE SAME PRICE IN ANY KANSAS TOWN WHERE THIS PAPER HAS A CARRIER SYSTEM. BY MAIL, THREE MONTHS..... \$ 50
BY MAIL, ONE YEAR..... 5.00
WEEKLY EDITION, PER YEAR..... .50
Address, STATE JOURNAL,
Topeka, Kansas.

THE FIRST PAPER IN KANSAS TO SECURE the leased wire service of the Associated Press; controls exclusively for Topeka the Full Day Service of this great organization for the collection of news. A telegraph operator in the STATE JOURNAL office is employed for the sole purpose of taking this report, which comes continuously from 7:30 a. m. till 4:30 p. m. (with bulletins of important news up to 6 p. m.) over a wire running into this office and used only for the day. Associated Press business between the hours above named.
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THE STATE JOURNAL has a regular average Daily Local Circulation in Topeka of more than all other Capital City Dailies Combined, and Double that of its principal competitor—a very creditable morning newspaper.
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Weather Indications.
WASHINGTON, April 24.—Forecast till 8 p. m. Wednesday. For Kansas—Local rains today and tonight; clear Wednesday; clear in western portion; north-easterly winds becoming variable.

THERE is probably no danger of the Pullman strike extending to the porters.

BY THE time Kelly gets to Washington Coxey will be glad to get the position of corporal in his army.

WHEN Mr. Willits speaks of Gov. Lewelling's machine he doubtless refers to the wheels in his head.

THE oil trust has asked for a receiver. Some of the shareholders attempted to water the stock and it wouldn't mix.

NO one will presume to deny that Jerry Simpson is a statesman since it is known that he has Bright's disease.

IF Cleveland issues a manifesto against the commonwealth it is doubtful if the men will survive the heaviness of the artillery.

THE state board of charities is very bold to go right on investigating after Mrs. Lease ordered the meeting postponed.

CARL BROWNE had better give up the idea of not changing his clothes or pretty soon he will be in bad odor with the country.

GOVERNOR WAITE may be a fool, but if he can close all the gambling houses in Denver in half a day he isn't altogether useless.

GENERAL FRYE's men were all vaccinated before going into Terre Haute. No one expected the call for arms would come so soon.

THE Populists are all denouncing Lewelling and his machine but they don't seem to be doing anything to stop the latter's busy hum.

CHICAGO was bound to show herself above local prejudice in favor of Bacon by unveiling a statue to Shakspeare in Lincoln park yesterday.

THE farmers came with wagons. That the general's men might ride. While the small boys lined the fences yelling "Slide, Kelly, slide!"

GEN. KELLY was at Avoca yesterday. If it is like Tom Moore's "sweet vale of Avoca" with its "bosom of shade" the army will probably not get any farther.

IT is just possible that it would be better for the Iowa farmers to be putting in their crops instead of toting Kelly's army around, however laudable his purpose.

THE senate disposed of the plans for receiving Coxey's petitioners yesterday as summarily as if they had been an investigation into some of the senators' crooked deals.

THINGS did begin to look a little revolutionary but the wholesale lynching of colored men in the south indicates that affairs, down there at least, are resuming their normal state.

THE fire department at Topeka is a self-supporting institution. The damage by fire last year was \$91,717, but the property endangered was valued at \$446,682. This is a salvage of \$415,000. The \$27,000 which the city paid towards maintaining this department was surely not thrown away.

THE residents of Washington act as if that city were a little principally belonging exclusively to them and that it is only by their courtesy that outsiders are allowed to come there at all. They have had the sublime effrontery of congress as an example however and perhaps they shouldn't be blamed for imitating it.

A STRANGE OVERSIGHT.
Our esteemed morning contemporary is a versatile enterprise. It is not only nominally in the newspaper business, but it also sells picture books, portfolios, cyclopedias, real estate, watches, and runs an extensive taffy factory. It conducts a sort of a general store and "deals-in-every-thing."

A short time ago our neighbor kindly gave the Shawnee county delegation to the four candidates for governor. This was before the local complications set in. Shawnee county now has the office-

seeking craze pretty seriously, not to say malignantly. Along with a coupon from the Capital you can now get the Shawnee county delegation for anything. To be sure the delegation has not yet been selected—but that is of small moment.

Forgetful of the fact that four candidates for governor had already been given a blanket mortgage on the delegation, the Capital now turns over the support of its columns and the thirty-five Shawnee Republican braves to the following local seekers after fame and emoluments of state:

Judge and Master in Chancery Johnson, United States Senator.

General Caldwell, who has worthily smelled powder and wants a taste of office, congressman-at-large.

Hon. James A. Troutman, who served most acceptably as mayor of Potwin, the Capital brings out for lieutenant governor.

Col. Hughes, the Capital says should be made secretary of state on account of his fine military bearing and splendid record in the late bloodless war.

Next there is P. G. Noel whom the Capital is anxious should succeed Biddle and whom our neighbor believes could put up a bigger bond and call on fewer friends to do it with.

Next we have on the Capital's list Col. John M. Brown, a noble colored patriot who has always sacrificed himself to serve his people and has never lost his hold on a commission of office, so far as the memory of man runs back into political history.

Our esteemed contemporary modestly makes no mention of state printer, the incumbent of which is supposed to have a very fat office, full of honor and vouchers. Couldn't the Capital try again and bring out a Shawnee candidate for this place of profit and preferment, and for one or two other offices that seemed to have escaped its eagle eye. Why this oversight.

Let us patronize home industry, if we have to sacrifice on the altar of state every unemployed statesman in our midst.

WHAT COXEYISM MEANS.

IN spite of the jeers and jibes of many of the newspapers, the antagonism of state officials and hardships without number almost, Coxey's industrial army is beginning to assume astonishing, not to say alarming proportions, and the public is beginning to at last regard it as a very serious affair. A hundred thousand men may yet march into Washington as a petition which can not be thrown into the waste-basket.

On the evening of March 12th there assembled at Massillon, Ohio, 500 unemployed laborers, called together by one, J. S. Coxey and Carl Browne. The sense of the meeting was that a national army of the unemployed be assembled to march to Washington and demand of congress that legislative cognizance be taken of their needs. Resolutions were adopted denouncing President Cleveland's Hawaiian position, the proposed Wilson bill and the tariff now in force; and against the further issuance of interest bearing bonds.

On the same evening another meeting was in progress in far Los Angeles, California, under the direction of L. C. Frye, who had caught some of the Coxey spirit. It was attended by 800 idle workmen and was similar in sentiment to the Ohio one.

These two meetings were the nuclei and around them rapidly gathered a movement that may soon perplex and appall the country.

From that day until the present the sentiment has spread and the army has increased. Derision and abuse were heaped on Coxey and his followers, but they persisted in their course, traveling as best they could—in wagons, now on barges, mainly on foot—stumbling, tired, hungry and footsore, on and on, with a courage that demands recognition as such, and a steadfastness of purpose such as is seldom seen.

Contingents of the army have sprung up everywhere, until now in the aggregate it numbers thousands and continues to increase. From California, Massachusetts, Montana, Pennsylvania, Illinois, and even Oklahoma, they come with one united purpose—to call on congress at whatever cost—an unprecedented uprising of a desperate people made bold by the presence of determined leaders.

These men were made desperate by the persistent refusal of the people's congress to recognize the people's voice, or to apply a successful remedy to help the unemployed. The contagious spirit has been fostered by an ever ready congressional eagerness to bend the knee of servitude to and answer the demands of every Wall street and the capitalists. Wall street never makes a plea that goes unnoticed and seldom one that is refused. Legislation is her's to command and congress sits in mighty dignity and waits until the golden word is pulled.

It has seemed easier for a camel to pass through the eye of a needle than for the poor and unemployed to find hope or haven within the walls of the capitol.

There is no doubt that Coxey's army will accomplish something. It will start congress to thinking and much good may yet result. True, the army is infested with tramps and "hoboes," but back of the movement are the honest unemployed that congress has refused to recognize in the past. It will be a strong appeal to congress to legislate for others than the rich, to keep down the bonded indebtedness of the country to restrict immigration and to give the people better roads. Its great result, if result there be, will be to compel congress and the president to give an ear to those who need legislation the most; to those to whom it means not greater profits, more luxury, but work, food, clothing, nay, very existence.

TERROR OF THE SEAS.

Floating Ice is Early in the Atlantic This Year.

THE EXPERIENCE OF THE RMS.

It Was Not So Bad as That of the Alaska and She "Got Off Easy" Compared With the Pacific, Lost in 1856.

The white terror of the Atlantic—arctic ice—is afloat and about its deadly business early this season, and weird stories of dangers narrowly escaped are brought to port by the officers and the crew and the passengers of every incoming ship from Europe.

It is many years since a steamer's loss has been attributed to collision with an iceberg—in fact, so far as I have been able to gather, the loss of but one transatlantic liner has been laid to this cause. This fact argues more than vol-



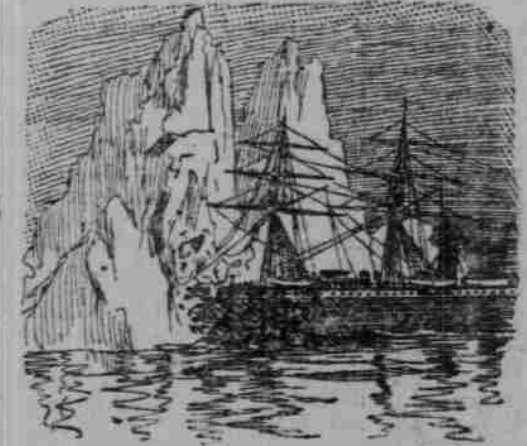
ICE SEEN BY LA TOURNAINE.

umes for the stanchness of our modern craft and the seamanship of the officers who command them, though it may not be that much of the immunity nowadays enjoyed from destruction by ice is due to mere size.

The steamer Pacific of the ill starred Collins line, that was never heard of after leaving the port of Liverpool for New York one June day in 1856, is believed to have run against an iceberg, but there never was any definite proof, or, in fact, any proof at all, that such was the case beyond the circumstance that not so much as a spar or a piece of a boat belonging to the vessel was ever found floating on the surface of the waves, and no ordinary marine disaster will so absolutely blot out of existence a vessel of the size and character of an ocean steamer.

Although a swift moving steamer is likely to suffer greater immediate damage from collision with ice than a sailing vessel, owing to the greater speed with which a steamer moves, the chances of getting away from the danger after the collision are vastly superior in the case of a self propelled vessel. The steamer is also apt to fare better than the sailer when a region of bergs is unwittingly entered, because the steamer can move in comparative independence of either wind or current, while the sailer cannot. But it needs hardly to be said that masters of steamships are quite as shy of approaching too near floating islands of ice as are masters of sailing craft, and every reader of the newspapers can remember the publication of many dispatches telling of disastrous contact between bergs and transatlantic liners within the last few years.

It is the good ship Ems of the North German Lloyd line that has suffered most severely from ice so far this year. She was so badly injured about her propeller that she had to go to the Azores for repairs, but before her mishap many more bergs and much larger fields of ice than are usually seen in the north Atlantic were reported. The French liner La Touraine reports vast quantities of field ice, and exceptionally enormous bergs. One of the latter is said to have been about 600 feet long and 200 feet high, immediately after the sighting of which the vessel's course was changed, only to bring into view another berg not quite so large as the first, but still of such dimensions as to inspire a most wholesome and "keep your distance" respect. An hour later an area of field ice many hundreds of acres in extent was seen and actually run into by the ship, and directly she was fairly hommed in by field and berg ice. The engines were stopped for the night then, and the ship's electric searchlight was turned upon the frozen masses that were floating about the craft for the double pur-



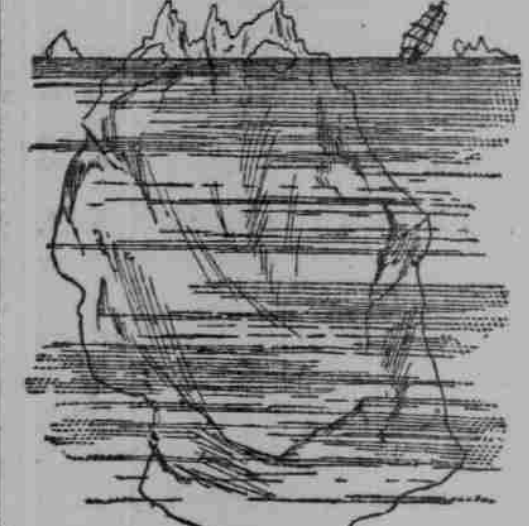
WHEN THE ARIZONA STRUCK THE BERG. pose of safety and exhibiting to the passengers such a display of prismatic colors, caused by the powerful white rays of the light falling upon the ice, as it is given to but few persons to behold. The next day the ship extricated herself from her perilous if beautiful surroundings and speedily left the ice-fields in her wake.

The most sensational collision between a steamer and a berg that is on record occurred in November some 14 or 15 years ago when the Arizona, still in commission and then accounted an ocean greghound, smashed into a vast mass of ice off the Newfoundland coast. But for her water tight compartments the ship must have inevitably foundered, but although the bow plates were rent and torn as if they had been canvas in-

stead of thick wrought iron and some of the bow frames were broken like fragile pine sticks the commander succeeded in safely making the port of St. Johns some 24 hours after the accident. The excitement among the passengers just after the shock of collision is described by those on board as having been intense, and very naturally, but the turmoil could not have been much greater than it was in the offices of most of the morning newspapers published in Atlantic coast cities. The first dispatches relative to the accident were received late at night, when most of the other current news for the next day's issue had been edited, compressed and put into type. In many cases some of the pages of the newspapers had been made up and stereotyped. One does not need to be a maker of newspapers to understand that tidings of an ice disaster to a crack Atlantic liner would take precedence of all other news, and that almost frantic efforts would be made by every live managing editor to outdo all competitors in getting out the fullest and most complete accounts of the accident. The cable to St. Johns was hot with messages for the rest of the night. Cyclopedias and files and every possible source of information regarding icebergs and previous similar collisions were overhauled, and columns and columns of news that had before been considered good enough to print were either entirely discarded or boiled down to small fractions of their original bulk.

Perhaps the most interesting facts relative to icebergs are those concerning their origin. All the big floaters of the north Atlantic come from Greenland, though Spitzbergen furnishes many small bergs. Greenland is believed to be one vast sea of ice, or, as scientists who affect the French delight to call it, a "mer de glace."

The yearly fall of snow in that desolate region is very great, and as the warm weather of the summer is not sufficient to melt the snow its depth has reached hundreds if not thousands of feet, and the lower layers are under a pressure of many tons to the square inch. The effect of great pressure upon snow is to solidify it into hard and compact ice, and this ice, lying on the sloping side of the mountain chain that is supposed to exist in the central part of Greenland, resolves itself into glaciers or ice rivers many times larger than those which have helped to make the Alpine regions of Europe famous. When sufficient weight of ice has accumulated, the glacier begins a sliding movement along the line of some arctic ravine toward the sea, and when the frozen stream reaches the water it breaks off in huge pieces, which float away and are known as icebergs. The movement of a glacier varies from a few inches to about 50 feet a day, but once it begins it is contin-



A DISINTEGRATING ICE MOUNTAIN.

ous, and so every Greenland glacier is constantly discharging bergs into the Arctic sea to float southward and harass and sometimes destroy the shipping that dots the surface of the warmer oceans. The sight of a piece of ice as big as half a dozen cathedrals falling into the water must be worth going to Greenland to see, but one would not like to be afloat in an ordinary vessel near enough to feel the waves that must be created. The splash must indeed be the grandest part of the whole business, and it is quite possible that not even a great Atlantic liner would survive contact with it. The glaciers of Alaska are larger than of Greenland, and so the Pacific icebergs outclass those of the Atlantic.

Owing to the great specific gravity of ice a much larger part of every floating piece is below than above the water's surface, the proportion being something like eight to one. It hardly seems possible that an iceberg 200 feet high can reach 1,600 feet into the briny deep, and it is not likely that it does. Those who have considered the matter have often lost sight of the fact that it is not eight times as much apparent bulk that floats below as above the line, but eight times the weight. Naturally the submerged part of a berg is proportionally heavier in respect to bulk, for the exposed ice is generally seamed and honeycombed by the rays of the sun, and its highest parts are often mere pinacles. The accompanying cut will show how a berg may show almost as much in height above the water line as it has depth below and yet preserve the proportion of eight to one as to submergence.

Of course icebergs are fresh, and when they melt they produce fresh water. There are records of ships that have run short of drinking water procuring new supplies from melting bergs. There is at least one recorded instance of such an attempt that resulted most disastrously to the daring sailors who sought to get water. The berg was well honey-combed, and the shock produced by the ice anchor when the ship's boat made fast to the ice caused a collapse, and the boat and its men were overwhelmed and lost by the falling ice and the waves its fall created.

I. D. MARSHALL.
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J. S. Grice and Son, 805 West 6th st.
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HEIRLOOMS OF AN EARLDOM.

Given by a Disipated Young Nobleman to a Burlesque Dancer.

An extraordinary story is going the round of clubbdom of London. The chief actors are an earl, a burlesque dancer, a burlesque actress and a music hall celebrity, who is also the husband of one of the ladies above mentioned. A short time ago the danseuse was in temporary possession of a quantity of jewelry, among which it is alleged were family heirlooms, the property of the noble earl. The jewelry, it is said, was lent by the danseuse to a burlesque actress. During the time the latter had possession of the valuable the music hall celebrity was in a position of financial embarrassment. In these conditions, it is said, he prevailed upon his wife to hand the treasure to another party, as security for the advance of a large sum of money, the music hall man urging that he was in "daily expectation of assistance from a seion of a well-known city manufacturing house. This support was not forthcoming. In the meantime his lordship, who has been absent from London, wrote to the danseuse, advising her of his contemplated return to the metropolis. The announcement created some consternation among the parties concerned, and the danseuse requested the return of the jewels. This the actress was unable to do. Most urgent appeals were made to the money lender, but that gentleman was obdurate and the jewels remained in pledge. The earl on his return to town became acquainted with the state of affairs and his displeasure was expressed in no measured terms. Finding his efforts to recover the valuables futile he has, it is said, had recourse to process of law, but there is a strong probability that the matter may be compromised without undue publicity.

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